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14, DES VŒUX ROAD, CENTRAL. [a134]



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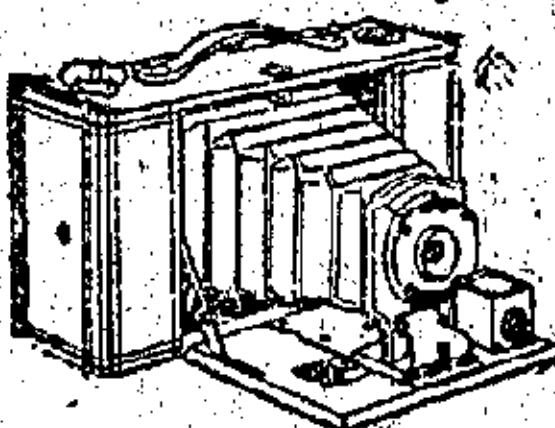


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Hongkong, 14th March, 1911. [445]

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Hongkong, 24th February, 1911. [359]

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Hongkong, 23rd January, 1911. [215]

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Hongkong, 24th July, 1905. [a224]

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TELEGRAPHIC ADDRESS "COMFORT,"
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Hongkong, 1st September, 1910. [a43]

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DEATHS.

On the 22nd March, at Shanghai, VICENTE

EMILIO BRAGA. (By telegram.) [489]

On the 22nd inst. at her father's residence,
Bombay, SHIRINBAI, the second daughter of Mr.
Sambhaji Dhanjeebhoy Setna, and wife of Mr.
Ardesir Nuservanjee Kharival, aged 25 years.
Deeply regretted. (By telegram.) [489]HONGKONG OFFICE: 10A, DES VERT ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 23RD, 1911.

To the resolution which it is the intention
of H.E. Major-General ANDERSON to move
at this afternoon's meeting of the Legislative
Council on the subject of the rebate of
Liquor duties to the Naval and Military
authorities, no objection can be taken,
unless it be on the ground that it does not
become the Council to make any suggestion
or recommendation whatever to the
Secretary of State for the Colonies on the
subject. His Excellency the General Officer
Commanding the Troops desires to secure a
vote of the Council requesting the permis-
sion of the Secretary of State for the
Colonies to deduct from the Military Con-
tribution accruing from Liquor duties in
each year a sum equal to the ascertained
amount of these duties paid by the Military
and Naval Authorities, and that such sum
be paid as heretofore to the Military and
Naval Authorities in order that the officers
and men of His Majesty's Naval and Land
Forces may not suffer financially from the
imposition of the duties while serving in
this Colony. It seems to us that the
Civilian population might seek relief on
precisely the same grounds, though, as we

have said, if the War Office is prepared to
to reduce the military contribution by a
sum equal to the duties payable on the
liquors consumed by the officers and men of
His Majesty's Naval and Military Forces
serving in the Colony, the taxpayers will
have no substantial grievance, because
the Colony will derive the full benefit
of the taxation. The resolution, if
adopted, should at least have the
effect of emphasising the necessity for a
reconsideration of the whole question of our
military contribution. Down to 1890 this
Colony was paying an annual sum of
£20,000 as a military contribution (a sum
not greatly in excess of that which it will
probably have to pay this year on the liquor
revenue alone). In 1889 when the War
Office decided to strengthen the garrison
the Secretary of State required the military
contribution from the Colony to be doubled.
There was strenuous opposition, but a
resolution was carried in the Council by the
official vote giving effect to the instructions
received from Home. Six or seven years
later, again by instructions from the
Colonial Office, an Ordinance was
passed fixing as the contribution 17½
per cent. of the Colonial revenues, such
percentage to include the cost of all
military works and buildings, but not to
cover any capital expenditure required for
military lands and buildings. The con-
tribution was made on this basis down to
1901 when another Ordinance was passed
to combine in the amount of the
contribution these annual payments on
account of barracks, defence works and other
extraordinary military works. The percent-
age was then fixed at 20 per cent. of the
Colonial revenues, and on this basis the
contribution has been paid during the last
ten years. Now, the ordinary revenue of
the Colony at the time of the passing of
this ordinance was \$3,500,000 and it was
anticipated that this would probably
represent the approximate annual revenue
of the Colony for some years to come. Thus
the military contribution would amount to
\$700,000. The Colonial Secretary of the
day wrote: "The arrangement now proposed
will be more advantageous to Hongkong
than the present system, under which the
Colonial revenues are continually called
upon to meet the cost of necessary works,
the amount of which cannot be anticipated."
Well, has the arrangement proved advan-
tageous to Hongkong? We do not think so.
The Colony's annual expenditure has
increased greatly since then, and for some
years past the Colony has had to raise
nearly double the amount the revenue
stood at when the 20 per cent. basis of
the military contribution was decided upon,
and, as we have on previous occasions
pointed out, the more the Colony is taxed in
order to meet its necessary expenditure the
larger is the amount demanded for the War
Office chest. The Army Estimates have not
increased in anything like the same propor-
tion as Hongkong's military contribution
during the past ten years. The facts then
being what they are, H.E. the General does
not seem to be asking too much of the War
Office when he suggests the reduction of the
military contribution by a sum equivalent
to the amount of duties levied by the Colony
on the liquor consumed by the officers and
men of the Forces serving here. The War
Office by some readjustment might be able
to afford it; the Colony cannot fairly be
asked to make the sacrifice.

Dr. Morrison, the well-known correspondent
of The Times, has returned to Peking.The Bandmann Opera Co., which is having a
very successful season in Singapore, will not
open in Hongkong until the 5th prox.A correspondent who writes to us on the
subject of the dangers of motor traffic in Hong-
kong suggests the prohibition of automobiles
on the island.A Bangkok contemporary mentions that Mr.
R. W. Atkinson, formerly of Hongkong, is
suffering from blood poisoning of the foot, and
that an operation was to be performed on the
14th inst.At the Magistrate's yesterday two Chinese boys
were ordered to be whipped and to be detained
24 hours for having been in unlawful possession
of rice and for offering a bribe of thirty cents to
a district watchman who arrested them.The superintendent of a private girls' school
in Tokyo and 249 other women have presented
the Diet with a petition stating that the present
law for the control of Japanese women working
going abroad is not sufficiently efficient, and
that it is desirable to have much stricter regula-
tions in order to prevent female stowaways from
sailing abroad.The Manchuria Daily News states that the
present plague situation has impressed upon
Viceroy Hsi-liang, as nothing else can, the im-
portance of propagating medical and
hygienic knowledge among the general populace.
The Viceroy is reported to be considering seri-
ously the project of establishing at Mukden a
medical college on an extensive scale.

TELEGRAMS.

[Protected by the Telegraph Message
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THE NATIONAL ASSEMBLY.

OFFICIAL CHANGES INDICATING
RESTRICTION OF ACTIVITIES.

PEKING, March 22nd.

H.I.H. Prince Pu-lun, President
of the National Assembly, has been
transferred to the Presidency of the
Board of Works and Commerce.This is considered to be a result of
his advocacy of the re-convention of the
National Assembly, though it is
represented that his able services are
now available to assist the distressed
farmers to replace poppy cultivation,
by other crops, which the inefficient
Prince Pu-tung has neglected to
encourage.The appointment of the reaction-
ary ex-Grand Councillor Shih Hui to
the vacancy is thought to indicate
the restriction of the activities
of the National Assembly.The resolute Li Chia-Chu, Vice-
President of the Board of Education,
who was educated in Japan, replaces
Shen Chia-pen as Vice-President of
the Assembly.THE JAPANESE ANTARCTIC
EXPEDITION.

STATE AID APPROVED.

Tokyo, March 22nd.

A representation asking for State
aid for the Shirase Expedition to the
South Pole has been approved by the
Diet.[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE VETO BILL.

EFFORTS TO COMPROMISE.

LONDON, March 22nd.

Strong rumours are current in the
House of Commons lobby that the
constitutional crisis will not be settled
before the Coronation, and that the
Veto Bill will not be passed before
the end of August.Both the "Morning Post" and the
"Daily Chronicle" state that promi-
nent Liberal and Labourites have
lately been sounded relative to their
willingness to consider a compromise.

NEW TURKISH LOAN.

LONDON, March 22nd.

Reuter's correspondent at Berlin
wires that the new Turkish Customs
Loan of 160 million francs has been
issued.

The lists closed immediately.

THE BAGDAD RAILWAY.

LONDON, March 22nd.

A Constantinople message states
that the agreement between the Porte
and the Bagdad Railway Company
has been signed. It is expected that
the railway will reach Bagdad in five
years.In addition to the other changes
announced yesterday the Company
renounces the construction of Port
Basra as a port and terminus on the
Gulf in favour of the new Ottoman
Company, wherein the Bagdad Com-
pany consents to a lesser participation
than the Ottoman capital, but on
condition that the capital equals that
of any non-Ottoman nation.

[FROM SOUTHERN NEWSPAPERS.]

SANDHURST ENTRANCE EXAMINA-
TION ABOLISHED.

LONDON, March 15th.

Mr. Haldane, introducing the British
Army Estimates, and dealing with the short-
age of officers, proposed to adopt the system
of nomination for Sandhurst by headmasters,
who would be required to say that the
nominees had shown the real capacity of
Englishmen.The preliminary examination would be
abolished and each case recommended would
be considered.

SUPREME COURT.

Wednesday, March 22nd.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS
PAGETT (CHIEF JUSTICE).

APPLICATION FOR DIRECTIONS.

Re Chan Tai and others.
Mr. A. G. M. Fletcher, Deputy Official Re-
ceiver, said he made this application for
directions. On September 21st, 1907, a man
named Li Fuk Hing filed a proof of debt claim-
ing \$7,400. He produced three borrowing notes,
and it was found that the largest, which was
for \$7,000, contained an impressed stamp for
five cents, while the other two notes had no
stamps at all. The Official Receiver decided
that these notes were promissory notes, and that
decision was endorsed by the Court. On
September 4th, 1908, Li Fuk Hing brought
the matter before the Court, and the Court de-
cided that relief should be sought under the
Stamp Ordinance.Mr. Croyther Smith, who appeared for Li
Fuk Hing, said the Court decided that nothing
could be done with the documents until
the terms of the Stamp Ordinance had been
complied with.Mr. Fletcher—If the notes were properly
stamped I should admit the debt, but under the
Ordinance it cannot be admitted, so I come to
the Court and ask whether I should pay this
dividend.Mr. Smith—The notes were produced when
the proof was filed, and no question was raised
then. Nothing was said until after the time
given the Official Receiver for refusing to
accept proofs, so I think it might be taken that
the proofs were admitted.His Lordship—That cannot be. The Court
is not allowed to look at these documents.
Mr. Smith—A petition was sent to the
Governor, but he said he did not think it was
a matter in which he could do anything. There
is no doubt about this money being owing,
and it can be proved by putting the debtor in
the box.His Lordship—Unfortunately he has put
these promissory notes in.Mr. Smith—If the money is owing I don't
see that it matters.His Lordship—Since he has produced these
promissory notes the Court must disregard them.Mr. Fletcher—I have no objection whatever
to pay this dividend, but if I do pay it I am
liable to a penalty before the police magistrates.His Lordship—I will look into the papers and
see what was done, but so long as the promissory
notes are before the Court I can do nothing.

Mr. Smith—Can we withdraw them?

His Lordship—You must take such steps as
you think fit. (To Mr. Fletcher)—What
state is the bankruptcy in?Mr. Fletcher—I want to pay a final dividend
and wind the thing up.His Lordship—I will look into the papers and
see what can be done, and deal with the matter
in Chambers.

DISCHARGE GRANTED.

Re Lam Pak Loung.

Mr. Hinds (of Messrs. Brutton & Hett) said
he applied for the discharge of the debtor at the
last sitting of the Bankruptcy Court, but the
Official Receiver opposed the application. He
understood now that opposition to the debtor's
discharge had been withdrawn.Mr. Fletcher stated that at the last sitting
of the Court his Lordship authorised the
Official Receiver to take criminal proceedings
against the debtor. Those proceedings were
brought in due course with the advice of the
Crown Solicitor, and in the course of them cer-
tain parties came forward and paid a sum
sufficient to liquidate the debtor's liabilities.
Proceedings for a misdemeanour were then
withdrawn.His Lordship—There is no objection to the
discharge?

Mr. Fletcher—No.

Mr. Hinds stated that it was neither the
bankrupt himself, nor the brother who was
charged with having committed this misdean-
our, who has paid this money. Both parties
were anxious that the criminal proceedings
should be proceeded with because they had an
absolute answer to every charge made against
them.

The discharge was granted.

APPLICATION FOR ADJUDICATION.

Re Chung Shing Tong.

Mr. Fletcher stated that it was an applica-
tion for adjudication. All the partners had
absconded, and one had been arrested in Shang-
hai with a large sum of money on him. A
receiving order was made on December 10th,
1910. He had not held the ordinary meeting of
creditors because he was not certain of the
monies and was waiting for a detailed account
from Shanghai. He asked for an order of ad-
judication so that he could deal with the matter.

His Lordship made the order.

ADJUDICATED BANKRUPT.

Re Chu Hok Chin.

Mr. Barlow (of Messrs. Goldring, Barlow &
Morrell) made this application on behalf of the
petitioning creditor. He said he obtained a
receiving order in January, and the act of bank-
ruptcy was notice by the debtor of suspension
of payment. The debts amounted to about
\$120,000 and the assets were about \$42,000. The
petitioning creditor's debt was \$512 for principal
and interest due on a promissory note.Mr. Fletcher—I think the petitioning credi-
tor's information is somewhat inaccurate. An
interim receiving order was made on January
21st, and from what the bailiff told me the debt-
or had nothing to seize.

His Lordship—Then you doubt the assets?

Mr. Fletcher—The assets are said to be
\$43,000, \$23,000 due on a promissory note and
\$20,000 in goods. When I wrote to my friendand asked where the goods were he informed
me that the bulky goods he knew of was a
quantity of human hair which was mortgaged to
certain banks.His Lordship—Is there a margin on the
value of hair?Mr. Fletcher—I have not inquired.
Mr. Barlow said he understood the margin
on it was about \$20,000.His Lordship—That is sensible at once.
Mr. Fletcher said he had made inquiries and
was told that there would be no margin.An adjudication order was made.
A QUESTION OF PRACTICE.Re the Kwong Sai Leung firm.
Mr. P. S. Dixon, who represented the peti-
tioning creditor, applied for a receiving order.Mr. Needham said he had a petition on the
file on behalf of W. M. Watson trading as
John D. Hutchinson & Co.Mr. Dixon—My petition takes precedence.
My friend gets his costs for protecting the
estate, but as my petition is first in date it
takes precedence.

His Lordship—Is there any authority?

Mr. Fletcher—I think the second petitioner
ought to have searched the file.His Lordship—I must look into the practice.
Mr. Needham—Among the reasons why your
Lordship should accept our petition is the
negligence of the other petitioner.Mr. Dixon—I don't admit that.
His Lordship—I will look into the practice
and take the matter in Chambers.Mr. Fletcher—I would ask that a receiving
order be made.His Lordship—For the moment I will con-
solidate the petitions, and make a receiving
order.Mr. Fletcher—I don't know whether I will be
in order to ask for adjudication at the same
time, but the assets are hardly sufficient to pay
the rent and the initial fees, and I wish to sell
as soon as I can to avoid further charges.

An adjudication order was made.

A DEBTOR'S PETITION.

Re A. H. Tavares.

Mr. Fletcher stated that Mr. Tavares made
this petition. There were some assets,
but they were of a very doubtful nature.
He had no objection to a receiving order
being made.

An order was made accordingly.

ADJUDICATION ORDER.

Re Rose White.

Mr. Hinds appeared in this case for the
petitioning creditor. He said there was a debt
of \$1,200, which was partly due for money lent
and for goods supplied. The act of bankruptcy
was giving notice of suspension of payment.

His Lordship—What is the notice?

Mr. Hinds—It was a verbal notice. A man
called to collect money and on February 4th
debtor told him that she could not pay him, as
she had suspended payment of all her debts.

His Lordship—That must be proved.

Mr. Hinds—The man has made a declaration
to that effect. The assets amount to something
like \$8,000, and the liabilities to between
\$10,000 and \$15,000.His Lordship—You must have something
definite.

Mr. Hinds—\$13,000.

Mr. Fletcher said there had been an interim
order in force. He had sold the debtor's
property and the estate was really wound up, so
he would ask for adjudication, to which the
debtor had no objection.Mr. Hinds—I don't think there is any power
in the Court until after the first meeting of
creditors.His Lordship adjourned the matter into
Chambers.

ALLEGED FRAUDULENT PREFERENCE.

The Kwong Sang firm v. Melchers & Co.

Mr. Eldon Potter, instructed by Mr. M.
Reader Harris (of Messrs. Wilkinson & Grist),
appeared for the Official Receiver, and Mr. W.
Slade, K.C., instructed by Mr. Hung (of
Messrs. Deacon, Looker & Deacon), represent-
ed Messrs. Melchers & Co.Mr. Potter stated that this was an application
on behalf of the Official Receiver that two pay-
ments made by the managing partner of the
bankrupt firm to Messrs. Melchers & Co. be
set aside on the ground that such pay-
ments amounted to fraudulent preference under
section 21 of the Bankruptcy Ordinance,
and that they were contrary to the policy of
the bankruptcy laws. The receiving order was
made on October 28th, 1910, and the two
payments which they said ought to be set
aside were dated the 4th and 5th August of the
same year. A petition was filed and the debtors
were adjudicated bankrupt on the 25th November,
and these proceedings were instituted as the
result of certain admissions made by the
debtor during his public examination. He
hoped to prove to the Court that this
man at a time when he knew he was insolvent
sold stock-in-trade in his shop and divided the
proceeds amongst three European firms in
this Colony.His Lordship—Are you applying to set aside
the whole?Mr. Potter—I am only dealing with one
particular firm at present.His Lordship—I cannot very well do that. If
I do it all I must do it against all. I cannot
very well single out one.Mr. Potter said it was not a matter of singling
out one, and that would be clear when his Lord-
ship saw the correspondence. There were two
affidavits, one by Mr. Fletcher, and the second was
the declaration of the late managing partner of the
bankrupt firm. Regarding the latter, they had
received notice from the solicitors instructed by
Melchers & Co. to produce the debtor for cross-
examination. Unfortunately they were not able
to produce him, but notes of his public examina-
tion were taken.Mr. Slade—Whatever this man said in public
examination is not evidence against Melchers &
Co.

Mr. Potter stated that in consequence of
certain admissions made by this man Mr.
Fletcher took proceedings. They had been
served with a notice to produce him,
but unfortunately they were not able to do so,
because, within the last few days, for reasons
unknown to the Official Receiver, he had thought
fit to go to Canton. Therefore the Official
Receiver was not in a position to produce him
for cross-examination, but Mr. Potter submitted
that his Lordship had power to admit the decla-
ration in evidence, although Messrs. Melchers
& Co. had not the opportunity of cross-
examining him. He submitted that there was
nothing in the affidavit sworn that could be
truthfully denied by Melchers & Co.

His Lordship—What you mean to say is that
the only evidence you have of the fact of these
payments is this affidavit?Mr. Potter—The payment is admitted. Pro-
ceeding, he said the only fact which they
wanted to establish by means of this man was
that he knew he was insolvent at the time he
made the payments. The question of this
affidavit raised an important point, and a point
which affected those who were interested in the
commercial life of this Colony. This was what
might very well happen if this affidavit was
not admitted: A Chinese firm, which had
been in the habit of trading with certain
European firms, went insolvent. For some
reason they might decide to pay the European
traders to the absolute exclusion of Chinese
creditors. They do so, and the managing partner
who makes the payments suddenly disap-
pears to Canton after the public examination,
because prior to the public examination the
Official Receiver is helpless. On the public
examination admissions are extracted which go
to show preferential payment, and that Euro-
pean firms have been paid to the exclusion of
Chinese.His Lordship—It is quite possible to make
another argument of the same nature and to
say that a Chinaman may prefer his Chinese
creditors.Mr. Potter—From the peculiar conditions of
Hongkong it is extremely easy to make pay-
ments which amount to fraudulent preferences in
such a way as to leave the Official Receiver
absolutely powerless.His Lordship—I should have thought that
being so, the remedy is for the legislature to
make more stringent laws. I cannot stretch
the law.Mr. Potter—But when your Lordship has in
your hand a weapon which will tend to put a
stop to that course of conduct you will use it.His Lordship—You want me to assume the
course of conduct?Mr. Potter—I want your Lordship to assume
nothing. What I hope to prove in this case is
that the Chinese creditors were excluded and
the Europeans preferred. If your Lordship
will not admit the affidavit, I am going to ask
for an adjournment to enable the Official
Receiver to go through the books.His Lordship—It seems to me that you
might still have to do that, even supposing that
the man was produced and cross-examined. I
cannot go on the affidavit alone, but require
other evidence.Mr. Potter—It was only the day before yester-
day that we ascertained that this man had
disappeared. We were relying on having him
here and learning the facts of the case from him.Mr. Slade said he thought it would be of
great assistance, and might save considerable
subsequent costs, if he was permitted to
put before the Court his view of
the law. He contended that the applica-
tion ought to be dismissed, as the Official
Receiver entirely misapprehended the purport
of the section. If payment was made with a
view to gaining time to settle up his affairs, or
with any other object other than that of defraud-
ing the rest of his creditors, then it was a
fraudulent preference.His Lordship said he did not like to hear a
case like this without first looking up the
authorities.

The hearing was adjourned.

THE ANGLO-JAPANESE ALLIANCE.

A JAPANESE VIEW.

Mr. Nezu, Chairman of the Common Script
Society in Shanghai, is quoted as saying that
Englishmen who deny the utility of the Anglo-
Japanese Alliance are superficial and Japanese
who deny it are silly. England learned the
value of the Alliance prospectively at the time
of the Boxer outbreak. Some people contend
that as there is a large British military force in
India no occasion exists to borrow troops from
other Powers for service in a far-eastern coun-
try. But as a matter of fact the British mili-
tary establishment in India has no surplus
strength for service abroad. That establish-
ment numbers 270,000 men of all arms, and out
of the total only 70,000 are British. Not a man
of the 70,000 can be spared for service beyond
the seas. Thus when the Boxer trouble arose,
England would have been seriously embarrassed
had she not been able to draw upon Japan's mili-
tary resources. It was out of the lesson then
learned that the Alliance may be said to have
grown. Its uses from a British point of view
are therefore palpable.The Japan Mail adds—Mr. Nezu is not
equally explicit in demonstrating the value
of the Alliance from a Japanese point of
view. He probably doubts the expedi-
ency of entering into details on that side of the
question. But he concludes by affirming that
the Alliance is the foundation stone of the peace
of the East. We ourselves may supplement
this by saying that a feature too often lost sight
of in discussing the merits of the Alliance is its
restraining function. So long as Great Britain
and Japan walk hand in hand no policy of
aggression can be adopted by either in the Far
East, and when complaints are uttered about
Japan's closing the door in Manchuria and dis-
criminating against Orientals, the formulators
of these charges seem to forget that the policy
of Japan must always be on all times with
the policy of England in these regions.

CUPID'S TRIUMPHS AND MISTAKES.

FACE AND NECK MASS OF PIMPLES

"I was in the habit of going to shave every week until at last a small place came out near the ear and gradually went all over my face and neck, which were a mass of yellow pimples all over. In fact you could not put a pin's head anywhere. It was almost too bad to describe. I tried lotions, ointments, in fact, almost everything. I used to dread to wash because of the

[illegible]

ALEXANDRA BUILDINGS.

Mr AB YAU, Hongkong Stall, Ferry Wharf

Subject to audit the directors will recommend that a final dividend of \$20 per share be paid for account 1909, making \$50 per share for the year, an interim dividend of \$30 per share for 1910, and a Bonus of 20 per cent on contributory premium. They will further recommend that \$10,000 be passed to Sterling Reserve Fund, leaving \$481,000 to be carried forward Underwriting Suspense Account, thus closing the Account for 1909.

Mr. Nelson E Bryant has been appointed Acting Deputy Commissioner of Customs at Amoy. Mr. Bryant has been in the Customs service for a period of thirty years. For the past two years he has been in charge of the Customs desk of the general office at Shanghai.

ROMANCES OF THE FUTURE.
G. K. Chesterton—who is, perhaps, the popular of the writers who lightly speculate shadows cast toward the future, has been let us what the romances of the future will be. It was a curious episode of modern history that whole generations of people had devoted themselves to saying what would happen to the next generation, forgetful entirely on the very few occasions on which people had done that in the past, were always wrong. The romance of the future began with Bulwer Lytton's "Coming Race." Then came "Looking Backward," "News from Nowhere," after which Mr. Wells came along with "Food of the Gods" and subsequent prophetic works ended with inevitable collapse depicted in the "War in Air." Incidentally, the jester took a r

W. HUTTON POTTER
Auditors.

Hongkong, 20th March, 1911.

sequel, especially the answer of the management of the Imperial Theatre to a possible protest from the barbers.

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Messrs. HUNG CHEONG, Haiphong Bo

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I am, dear Sir,

Yours very truly,
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The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Blotches, Liver and Kidney troubles and all irregularities.

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MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office.
Hongkong, 6th February, 1911.

HONGKONG GENERAL CHAMBER OF COMMERCE.

HISTORY FROM ITS INCEPTION. 25TH MAY, 1861, TO DATE.

[BY THE HON. MR. E. A. HEWETT, CHAIRMAN.]

(Continued from yesterday.)

The question of ownership of private moorings was next raised by the Hongkong Government, acting on a few complaints made by a small section of the shipping. The Government did not propose to buy up the private moorings, but while leaving the owners the cost and responsibility of keeping them in order, wished to have entire control of the using of the bays, and that no vessel should be allowed to make fast to any mooring unless having first received the permission of the Harbour Master. The Government strenuously opposed this innovation, pointing out the delay and inconvenience, not to say possibly increased risk, were the Harbour Master's suggestion acted upon. The matter was again brought up in the following year, but appears, for the moment at all events, to have been shelved.

The need for a permanent quarantine station was also before the Committee, and the representations made to the Government finally resulted in the purchase of a site with buildings suitable for this purpose in Lai Chi Kok.

The better control of Companies trading in China, which are registered in the Colony, was again before the Government, who then consulted the Chamber on certain points with regard to their proposed legislation. The Committee gave it as their opinion that further powers on the part of the Government were desirable.

During 1907 the currency question was again well to the fore. No progress could be reported as to any steps being taken in China, to reform the Imperial currency, and this Chamber for a third time joined with Shanghai and Tientsin in sending a joint memorial on the subject to the Diplomatic Body at Peking.

H.E. the Governor appointed a small committee to report on the question as relating to Hongkong, and the difficulty of finding a solution for this vexed question was demonstrated by the divergent views expressed by the Committee in their report. Space does not permit of further reference to the matter here; it will be found, however, dealing with it were published with the Chamber's report for 1907.

Other questions demanding the attention of the Committee were those of the Shipping Conference and their effect on the trade of the Colony, the need for amending the Imperial Merchant Shipping Act so far as it relates to the carriage of Asiatic passengers and contract labourers, and the excessive cost of the British section of the Kowloon-Canton Railway and of the contemplated harbour of refuge for small craft.

With regard to the latter work the Government decided to charge half the cost of this to the shipping, and, in spite of the opposition which such a proposal naturally gave rise to, increased the light dues for a term of years, during which it was calculated the necessary funds would be raised.

This retrograde step was entirely opposed to the principles of the Chamber, which had repeatedly, from the first year of its existence, urged upon the Government that with a view to encouraging shipping, no dues of any sort should be levied on vessels visiting the port, and that under no circumstances should shipping be taxed for purposes of general revenue.

Special reference to this new impost was made at the annual meeting held on April, 1908.

The advisability of registration of trade marks and the reform of China's currency both came in for considerable discussion during 1908.

During this year the Viceroy of the Two Kiang again attempted to establish a monopoly in the trade of raw opium and also issued certain rules to regulate the trade. After considerable correspondence with the British Legation at Peking the Viceroy was once again induced to refrain from illegal interference with the trade.

Acting under definite instructions from the Home Government, in consequence of a resolution passed in the House of Commons, all opium divans were closed, some at once, the balance on the termination of their existing licences. This step was strongly protested against by the Hongkong Community, most of whom realized that while it would entail a serious loss of revenue to Hongkong, it was more than doubtful if it would result in curtailing to the least the amount of opium consumed in the colony.

The matter was fully discussed at the next Annual Meeting, and in the report of the Chamber for 1908 two very valuable memoranda on the opium question will be found, one written by H.E. Sir F. Lugard and the other by Mr. Cecil Clementi.

Hongkong is still uncertain as to whether the help made by Home Government to make good the loss sustained by the Colony in carrying out their instructions as to the closing of the divans will be made good.

During this year, owing to the withdrawal of the Government grant, the Chamber had to terminate the arrangement which had been in force for upwards of 30 years for the publication of political telegrams received through Reuters' Agency. In the early days of the Chamber the question of receiving a regular supply of reliable telegrams was constantly before the Committee, and for several years figured largely in the correspondence, more particularly with the Shanghai Chamber. In view of the importance attached at the time to the matter, an importance which we now living under such different conditions can hardly realize, the change demands more than a passing reference.

The proposed new Japanese tariff early in this year came before the Committee, and it was considered advisable to at once circulate the papers on the subject, which had been submitted to the Committee, to the Members of the Chamber, who were then asked to make such comments as might appear desirable. The question has, it is understood, been strongly taken up at home, and is even now still under discussion by the Governments concerned.

During this year the Chamber had again to bring to the notice of the Government the interference of the Chinese Officials with the opium trade, but in spite of the protests made by the end of the year this serious question still remained unsettled.

In the summer of 1910 the British Section of the Kowloon-Canton Railway was opened to passenger traffic, and later in the year the first section of the Chinese line from Canton towards the British frontier. It is anticipated that the line will be completed by the autumn of this year.

Quite one of the most important questions dealt with by the Chamber, and a burning one, has been that of the opium trade with Kwangtung.

During the greater part of the year the Committee has been very actively engaged in corresponding with the Hongkong Government, the Minister at Peking, the Secretary of State for Foreign Affairs, the London Chamber of Commerce, and others, with regard to the proposed attempts on the part of the Canton Viceroy to levy an additional tax on raw foreign opium.

The question is still under discussion between the British and Chinese Governments, and as it has not been considered advisable under the circumstances to publish the enormous mass of correspondence bearing on the subject until a final agreement has been arrived at by the two Governments, it is inadvisable to give details here.

In brief, however, the proposal as put forward by the Viceroy created an on-irre-monopoly of the foreign opium trade and the levying of a special tax on all opium imported into Kwangtung. The facts of the case are fairly well understood, as reference has frequently been made to the matter in the local Press and several proclamations issued by the Viceroy have also been published.

The question on a very similar resemblance to former attempts made by previous Viceroys notably in 1933 and 1938 and in Nankin in 1937.

On each of these occasions the merchants having appealed to the Chamber, the question was taken up, and in each case, thanks to the prompt action of the respective British Consuls on the spot, and the support given by the British Minister at Peking, the contemplated interference with the trade was abandoned.

In this case, however, when it was first proposed to levy the new tax on foreign opium, protests were at once made to the Consul-General at Canton, and the Viceroy therefore delayed carrying out his scheme for a month, waiting to see what attitude the British Authorities would take up.

The Consul-General—unlike his predecessors—did not see any breach in the Treaties in the levying of the tax, while he declined to recognize the proposed regulations the formation of an illegal monopoly. He stated that "provided the tax was non-differential" he did not see his way to make any representations on the subject to the local Chinese Officials, and would only do so under definite instructions from his superior officers.

Emboldened by the attitude of the British Officials the Chinese extended their operations to Swatow and all other parts of the Kwangtung Province.

While at first it was stated these steps were taken to discourage the smoking of opium, the officials now frankly admit that the new tax is levied to replace the loss of revenue caused by the suppression of the smoking, and the sum estimated as likely to be raised has been variously stated as from three and a half to nearly six million dollars per annum.

In spite of the strongest possible protest from Hongkong, put forward by the merchants, the Chamber of Commerce and the Hongkong Government, who are now being supported by the British Minister at Peking, this illegal interference with trade and impost on opium still continues.

The loss to the British Merchants concerned is already enormous, while a huge sum of money has been locked up in large and accumulating stocks, money which would otherwise have already passed into circulation greatly to the benefit of all—native and foreigner, alike—engaged in the trade of South China.

The final outcome of this lamentable state of affairs is awaited with great interest.

Other questions which have occupied the attention of the Committee during 1910 are the Trade Marks Ordinance and the proposal put forward by the Chamber that a trade convention should be signed between Hongkong and France, in order to obtain the benefit of the minimum tariff for goods imported into French territory from this Colony.

Throughout these fifty years many other questions have been dealt with by the Chamber of Commerce, but space does not admit of reference to all. I may, however, mention that among others quarantine regulations affecting our trade, sanitary reforms, water supply, and many other matters have been brought before the actual Government of the Colony, have repeatedly received the consideration of the Chamber. In the foregoing sketch I have endeavoured to give a brief outline of the work which has been carried out by the Hongkong General Chamber of Commerce during its first half century of existence.

It will, I think, be readily admitted that the record is a good one, and that successive Committees have worked hard, and in most instances successfully, in the interests of the Colony and its trade. We fearlessly advocating views which they believe were in the true interests of the high British Officials, in the Far East or at Home, were disinclined to agree with them, they have, by strictly confining themselves to such questions as rightly fall within their province, and by their moderation of expression, almost invariably gained the respect and goodwill of the officials, even when failing to secure the full amount they desired.

It is only right to place on record the courtesy and consideration which has at all events of recent years, invariably been accorded to the Chamber of Commerce by the officials of this Colony, and I doubt if anyone now resident in Hongkong can recall a single instance in his own experience where the reverse has been the case.

This is a very marked advance on the bitter controversies which at times took place between the leading members of the Mercantile Community and the higher local officials in the earlier days of the Colony.

The existing state of affairs will, we believe, continue to be to the benefit of the Colony in which we—official or unofficial—the residents of Hongkong, are all so deeply interested, and whose prosperity and progress we have so much at heart.

The history of the Chamber of Commerce has been the history of Hongkong for the past 50 years, and this intimate relationship between our Chamber and the Government of Hongkong must continue, if our wish for the advancement of our Colony is to be realized.

EDBERT A. HEWETT.

Hongkong, 2nd February, 1911.

BRITISH NAVAL STRENGTH IN THE FAR EAST.

The report that the battleships Lord Nelson and Agamemnon will relieve the Swiftsure and Triumph in the Mediterranean Fleet, and that the two latter will be sent to strengthen the China Squadron, continues to gain credence in usually well-informed quarters. The wisdom of augmenting the strength of the battle fleet "up the Straits" admits of no question, in view of the progressive attitude which is being displayed by Austria in increasing her naval armaments; on the other hand, the inclusion of two solitary battleships in the China Squadron does not find acceptance, having regard to the future situation in the Far East. The Swiftsure and Triumph have proved themselves to be excellent ships ever since they were brought into the service, but to place these original 19-knot ships in association with cruisers of 23, 24, and 26 knots is to place an embargo on the latter, on the principle of the speed of a fleet being that of its slowest unit. Fast armed ships, like the Minotaur (the name ship of which class already flies the flag of the Commander-in-Chief on the China Station) are held to be more in conformity with the requirements in the Far East than battleships.—The Globe.

THE NEW RIFLE AMMUNITION. AN IMPROVED DESIGN.

The Bisley correspondent of The Times writes:—

The large section of the public interested in rifle shooting will be glad to hear that at last a solution has been arrived at with regard to the problem of a new cartridge.

It may be as well first to recapitulate the position in which this matter has stood for some considerable time, and it will be remembered that in the year 1905 attention was drawn to a German design of pointed bullet, which, combined with reduction of weight and increased muzzle velocity, gave very flat trajectories. The "Spitzer" bullet weighed 150 grains, and consisted of a lead core with a nickel steel envelope, the principal objection to it being the exceedingly short length of parallel which resulted from the reduction of weight, and, although it cannot be said that a bullet with a sharp point was *per se* either novel or original, still there is no doubt that it was by the Germans that the possibilities of such a design were made manifest. English manufacturers immediately set to work, and in the same year an experimental bullet was designed by Mr. Melville Smith, in which the lead core was compounded with another material of 1-25 density, the object being to obtain reduced weight while maintaining such an effective length of parallel as to ensure satisfactory ballistics. The first trials were made with lead and ebony, lead and compressed paper, and lead and aluminium, and bullets on this principle were publicly used at the Bisley Meeting of 1906, when it was demonstrated that cores consisting of two or more parts of different densities gave satisfactory results at the longest ranges. The bullet which has been adopted in the new Mark VII. cartridge has a compound core of lead and aluminium, the latter being placed in the nose. This is satisfactory from a manufacturing point of view, but in the case of a projectile designed for war must be regarded as a mistake, since it is undesirable that British bullets should be less punitive than those of other nations, and the hard aluminium core might otherwise occur if they were placed a little further back on a small section of soft metal.

So much for the history of the evolution of this particular projectile. In regard to its adoption, it is familiar to those who have taken any interest in the subject that we are considerably handicapped by our rifle. It has the weakest bolt action of any in the world, and consequently to employ with it cartridges of standard ballistics, such as other nations could adopt, would be quite unsuitable, not to say unsafe. Twenty tons is the utmost pressure that can safely be used in the Lee-Enfield, or something like 20 per cent. less than in the Mauser, Mannlicher, and other well-known designs. This weak action has been, as predicted by The Times from the outset, a source of trouble ever since its inception, but never has it been more apparent than during the recent experiments carried out to design a new ammunition.

It is now a year since Mr. Haldane prematurely announced that a fresh cartridge had been adopted. This particular one had a 160-grain bullet with an aluminium and lead compound core, but the omission of the cannelure and the addition of an ample radius at the base afforded the propellant gases every opportunity of getting past the bullet in a vera or large bore. The cordite adopted was of the flat strip type, and for some reason (probably that of difficulty of loading) the result was not very satisfactory, and this ammunition was never issued. Some compromise became inevitable, and this was represented by the new Mark VII. cartridge, which has a bullet of 170 grains and a charge of about 33 grains of cordite. The latter is of a well-known tubular form, which has for some time been in use in America and also on the Continent, but instead of the tabs being cut up so as to give the appearance of a grain powder they are arranged in continuous lengths throughout the cartridge case. In all other respects the cartridge resembles the Mark VI., the difference being the substitution of the tubular cordite and the pointed bullet.

The first to place it on the market has been the King's Norton Metal Company, whose long experience with pointed ammunition at Bisley is well known; and as the result of tests carried out in the presence of the writer from cartridges obtained from that source the most observed velocity of five rounds (observed at 90 ft.) was found to be 2,392 ft. per second, the mean difference being 2 ft. per second. The mean pressure of five rounds heated to 120 degrees Fahr. was 18,555 tons. Accuracy diagrams taken from 20 rounds fired at 500, 600, and 1,000 yards, proved quite satisfactory. Military interest will, however, be chiefly centred in the trajectory, which over a distance of 800 yards has a maximum height of 8 ft. 4 in., as against the 13 ft. 4 in. of the Mark VI. That of the German "Spitzer" is 6 ft. 10 in.

The War Office would, therefore, appear to have arrived at a compromise which may be regarded as a distinct advance upon the present service design of ammunition. The original intentions, however, of a cartridge giving at 800 yards the maximum trajectory required for military purposes have not yet been fulfilled, and it may be argued that it would have been better if a 150-grain bullet had been adopted. Though equally popular with the Bisley shooting man, the trajectory would, on the other hand, have been lowered to about 6 ft. 2 in., or about 8 in. less than that of the "Spitzer," and a considerable advantage would have been gained without any appreciable loss of striking energy at effective ranges.

It is therefore to be hoped that the present measures taken to improve the service ammunition may be looked upon as temporary, and that a new rifle will shortly be designed which will be capable of withstanding the necessary pressures of a modern high-velocity cartridge. It is, of course, well known that the question of an automatic rifle is under consideration, but in the opinion of the majority of military and rifle experts the chances of its adoption are too remote to justify further delay in the provision of a satisfactory single-loading magazine rifle.

WEATHER REPORT.

On the 22nd at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China and the Loochoos, and rises markedly over the South coast of China and Tongking.

A depression is passing from the coast of China to the Eastern Sea.

The high pressure area is still lying over the Sea of Japan.

The monsoon will probably set in again over the N. part of the China Sea by to-morrow.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. to S.E. winds, moderate or fresh; showery. Same as No. 1.

Formosa Channel Same as No. 1.

South coast of China between Hongkong and Loochoos Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

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Hongkong, 23rd March, 1911.

[495]

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Hongkong.
Astrea, 2nd class cruiser, 4,500 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.
Atlas, admiral's flag, 615 tons, 1,400 h.p., Master S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, en route to Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.d., Comdr. H. Lynes, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. B. Vele, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. G. C. Heathcote, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Hongkong.
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Guy, V.C., Hongkong.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Mouree, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, en route.
Kinsha, river gunboat, 516 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Lt. Comdr. F. A. Keyne, Hongkong.
Minerva, armoured cruiser (flagship), Admirals' Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Singapore.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Col. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,000 tons, turbine, i.h.p. 22,000, Capt. P. E. Hunt, D.S.O., Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.
Ottier, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 h.p., Comdr. Lamb, Hongkong.
Robin, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.
Taka, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Shanghai.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Harold D. Adair, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Huxford, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. E. R. Brooke, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN
Kaiserin Elisabeth, armoured protected cruiser, 4,000 tons, 12 guns, 10,000 h.p., Northern Waters.
Panther, third class cruiser, 1,830 tons, Frogettskapitan, Theodor Skel Edl. von Schmidtheim.

FRENCH
Achères, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, Hongkong.
Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Liotin, Saigon.
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard.
Baionnette, gunboat.
Cimeterre, gunboat, 140 tons, Reserve, Saigon.
Carondelet, gunboat, 184 tons, Reserve, Saigon.
Décidée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Liners, Shanghai.
Duplex, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.
Dessa, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.
D'Almeida, gunboat.
Estoc, gunboat, 141 tons, Reserve, Haiphong.
Festragon, sub-marine, 70 tons, 60 h.p., Lieut. Cambet, Saigon.
Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.
Montcalm, armoured cruiser, (flagship) 9,367 tons, 13 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).
Marche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Bayot de la Touche, Saigon.
Monquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandrac, Saigon.
Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Malendreville, Upper Yangtze.
Peilo, river gunboat, 180 tons, 4 guns, 280 h.p., Lieut. Fiesch, Upper Yangtze.
Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.
Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenot, Hongkong.
Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.
Redoutable, battleship (reserve), 9,330 tons, 37 guns, 6,200 h.p., Capt. Dronet, Saigon.
Slyx, armoured gunboat, 1,800 tons, 8 guns, 1,600 h.p., Lieut. Serio, Saigon.
Taka, destroyer, 290 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.
Vauban, torpedo-depot, Commander Mortenot, Hongkong.
Vétéran, torpedo-depot, Lieut. Bikel, Cap Saint-Jacques.
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumonlin, Sikiang.

GERMAN
Aroons, cruiser, 2,719 tons, Captain von Hippel.
Itida, gunboat, 1,000 tons, 10 guns, h.p., Captain Lant.
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Foudowsky-Weber.
Lolpeig, cruiser, Captain Engel.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, March 9.

Malayan Companies	Singapore Share & Co's Prices, Feb. 8	Dividends	Par value each share £1. Calls paid up are—	Malayan Companies	Singapore Share & Co's Prices, Feb. 8	Dividends
15/ paid	Alor-Pongau ...	...	fy. paid	Malacca Ordinary ...	8.50	...
2/ fy.	Anglo-Johore ...	...	2/ fy.	Merlimau ...	6/10	...
2/ fy.	Anglo-Malay ...	1.3.0	50% 10	Merton Syndicate ...	...	...
2/ fy.	Bakap ...	...	...	Mount Austin ...	...	...
2/ fy.	Bantong ...	...	2/ fy.	Narborough Est. ...	...	...
2/ fy.	Batu Caves ...	14.10.0	105% 10	North Hummock ...	...	15% 10
2/ fy.	Batu Kawan ...	...	2/ fy.	Padang Jawa ...	3/9	...
2/ fy.	Batu Tiga ...	4.10.0	10% 10	Pandan Johore ...	2.10.0	200% 10
2/ fy.	Berangang Selangor ...	...	2/ fy.	Pelaling ...	...	...
2/ fy.	Bernam Perak ...	...	3% 10	Pelapah (Johore) ...	...	...
2/ fy.	Do. Ordinary ...	...	10/	Perak ...	8/3	12 1/2% 10
2/ fy.	Bidor ...	...	12/6	Peneiro Est. ...	...	10% 08
2/ fy.	Blands Selangor ...	...	17/8	Prye ...	...	...
2/ fy.	Bukit Cioh ...	...	12/6	Ralanut ...	1.7.6	...
2/ fy.	Bukit Kajang ...	2.10.0	6 1/2% 10	Rembia ...	...	...
2/ fy.	Bukit Mertajam ...	3/6	...	Rim ...	...	...
2/ fy.	Bukit Rajah ...	14.5.0	50% 10	R. Est. of Krian ...	...	...
2/ fy.	Bukit Selangor ...	...	2/ fy.	R. of Johore ...	10.10.0	50% 10
2/ fy.	Castledale ...	6.5.0	7 1/2% 10	Sagga ...	5.10.0	15% 10
2/ fy.	Changkat Salak R. and Tin. ...	...	15/	Selangor ...	2.18.0	25% 10
2/ fy.	Chersonese ...	3/10	...	Selctar Rubber ...	...	...
2/ fy.	Cheriot ...	...	fy.	Sempah ...	1.10.0pm	...
2/ fy.	Chota Rubber ...	...	2/ fy.	Seremban ...	4.10.0	15% 10
2/ fy.	Cicely Ordinary ...	2.5.3	100% 10	Serangoon ...	3.17.6	10% 10
2/ fy.	Do. Preferred ...	2.5.3	100% 10	Shelford ...	...	...
2/ fy.	Consol. Malay ...	1.3.6	50% 10	Signatig (N. S.) ...	...	10% 10
2/ fy.	Damansara ...	7.5.0	50% 10	Singapore Para ...	6/-	12 1/2% 10
2/ fy.	Dennistown ...	...	17/6	Straits (Bertan) ...	8/3	17 1/2% 08
2/ fy.	Enth. Selangor ...	11/-	30% 10	Strathmore R. ...	...	...
2/ fy.	Fed. Selangor ...	...	60% 10	Sungei Bahru ...	...	...
2/ fy.	Gua Koo R. Est. ...	...	12/6	Sungei Choh ...	4.10.0	...
2/ fy.	Garing (Malacca) ...	...	fy.	Sungei Kapar ...	14/-	25% 10
2/ fy.	Golden Hope ...	5.5.0	25% 10	Sungei Krait ...	...	...
2/ fy.	Golden Hope ...	5.0.0	20% 10	Sungei Liang ...	4.15.0	...
2/ fy.	Gula-Kalumpang ...	5.3.0	30% 10	Sungei Salak ...	6.15.0	12 1/2% 10
2/ fy.	H. and Lowlands ...	12.15.0	50% 10	Sungei Way ...	...	...
2/ fy.	Inch Kenneth ...	...	15/	Tangkah ...	...	...
2/ fy.	Johore Para ...	...	2/ fy.	Third Mile ...	...	...
2/ fy.	Johore R. Lands ...	...	2/ fy.	Tremelby ...	...	10% 10
2/ fy.	Jong-Lander ...	...	2/ fy.	Ud. Sna Batong ...	...	...
2/ fy.	Jura Estates ...	...	25% 10	Val d'Or Est. ...	1.16.0	75% 10
2/ fy.	Kpong Kuantan ...	...	...	Vallambrosa ...	...	...
2/ fy.	Kamuning "A" ...	5/- pm	15% 10	Trust and Finance Companies.	...	...
2/ fy.	Do. "B" ...	9.0.0	20% 10	Anglo-Straits R. T. ...	...	...
2/ fy.	Kapuar Para ...	...	10/	Eastern Internat. Trust ...	...	30% 10
2/ fy.	Kellas ...	...	Options	Mid-East Invest. ...	...	...
2/ fy.	Keponga ...	...	7 1/2% 10	Rubber Plants Inves. Trust ...	...	7 1/2% 10
2/ fy.	Killinghall ...	...	Options	R. Share Trust ...	...	...
2/ fy.	Kinta Kellas ...	...	Options	Straits M. & Trust ...	...	...
2/ fy.	Klanang ...	33 1/2% 10	10/ paid	India, Ceylon, Borneo, Java and Sumatra.	...	...
2/ fy.	Klian-Kellas ...	...	15/	Anglo-Java ...	...	...
2/ fy.	Kota Tinggi ...	2/-	...	Ashian (Sumatra) ...	...	...
2/ fy.	Kruba Tampan ...	...	...	Bangawan R. ...	...	...
2/ fy.	Krubong ...	...	20% 10	Beaufort ...	...	...
2/ fy.	Kuala Klang ...	...	fy. paid	Central Sumatra ...	...	...
2/ fy.	Kuala Lumpur ...	7.17.6	75% 10	Indian Peninsula ...	...	...
2/ fy.	Kuala Pah ...	...	5% 10	Java Amalgam ...	...	...
2/ fy.	Kuala Selangor ...	...	12/6	Kimanis ...	...	...
2/ fy.	Lahu ...	14.10.0	30% 10	Langkon ...	...	...
2/ fy.	Lanadron ...	4.15.0	12 1/2% 10	Manchester ...	...	...
2/ fy.	Ledoury ...	3.5.6	10% 10	Nirancha (Java) ...	...	...
2/ fy.	Lendu ...	1.17.6pm	17/6	Pontianak ...	...	...
2/ fy.	Linggi ...	2.7.0	150% 10	Sumatra Para ...	11.10.0	33 1/2% 10
2/ fy.	Londun Asiatic ...	14/3	10% 10	Sumatra Props. ...	...	...
2/ fy.	Lumut Est. ...	13/9 pm	10/	United Sordang ...	5.10.0	5% 08
2/ fy.	Malacca ...	...	2/ fy.	Utd. Sumatra ...	8/9	20% 10
2/ fy.	Malacca 2 1/2% Cam. Participating Pref ...	8.5.0	10 00			

HONGKONG TIDE TABLE.

From March 23rd to 29th, 1911.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Thurs.	23	no inferior	high	no low	water.
Fri.	24	no inferior	high	11 36 a	2 5
Sat.	25	no inferior	high	no low	water.
Sun.	26	5 14 a	5 9	0 23	2 0
Mon.	27	6 13 a	6 3	6 10 a	4 2
Tues.	28	7 4 a	6 6	1 39	1 3
Wed.	29	8 33 a	6 9	2 13	1 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 22nd.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.91	30.06	30.60
Temperature	65	65	64
Humidity	92	97	94
Wind Direction	E. at	Calm	W
Force	3	0	2
Weather	od	od	od
Rain	0.1	—	—

Highest open air Temperature on 21st...67

Lowest open air Temperature on 21st...69

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FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1912, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.

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SHIPPING

ARRIVALS.
 DENALDER, British str., 1959, A. Lough, 22nd March—Singapore 16th March, General—Gibb, Livingston & Co.
 BUFFALO, German str., 2860, Jensen, 21st March—New York and Singapore 14th March, Kerosene Oil—Standard Oil Co.
 CATHAY, D. nish str., 2649, H. Knes, 21st March—Port Said 15th Feb., General—Melchers & Co.
 CHIRPANG, British str., 1190, F. Mooney, 22nd March—Tientsin 15th Mar., General—Chinese.
 HAITAN, British str., 1183, J. S. Roach, 22nd March—Fochow, Amoy and Swatow 21st March, General—Douglas, Lapraik & Co.
 KINTUCK, British str., 2995, F. Baltens, 21st March—Liverpool and Singapore 15th March, General—Butterfield & Swire.
 KJELD, Norwegian str., 911, T. Holleson, 21st March—Bangkok 16th March, Rice—Angard, Thoresen & Co.
 KONGHANG, German str., 1293, Rosinsky, 22nd March—Bangkok 15th March, Rice—Butterfield & Swire.
 MEIKAPI, British str., 1480, Udall, 22nd Mar.—Singapore 10th March, Sugar—Kiu Tye Loong.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 21st March.
 Denalder, British str., for Nagasaki.
 Carl Diederichsen, German str., for Holbow.
 Helene, German str., for Swatow.
 Kanagawa Maru, Japanese str., for Singapore.
 Lagoon, German str., for Saigon.
 Singon, British str., for Haiphong.

DEPARTURES.

21st March.
 EUSTON, British str., for Vladivostok.
 PRUPPER, Norwegian str., for Saigon.
 SALAHADIN, Dutch str., for Singapore.
 WAISHING, British str., for Shanghai.
 22nd March.
 AMIGO, German str., for Haiphong.
 BUJUN MARU, Japanese str., for Swatow.
 CHONGSHING, British str., for Swatow.
 FRI, Norwegian str., for Chiofo.
 TONGSANG, British str., for Shanghai.
 HAKITA MARU, Japanese str., for Singapore.
 KUTANG, British str., for Singapore.
 KWANGSIN, Chinese str., for Canton.
 KWANGHAI, Chinese str., for Shanghai.
 MONTROSE, British str., for Shanghai.
 NORK, British str., for Singapore.
 PRINCESS ALICE, German str., for Europe, &c.
 QUINTA, German str., for Holbow.
 SEATTLE MARU, Japanese str., for Nagasaki.
 WUHU, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Haitan* reports: Moderate E. winds and sea, misty weather.

PASSENGERS.

ARRIVED.
 Per *Haitan*, from Coast Ports, Mr. MacDonald, Mr. and Mrs. G. H. Walker, Mr. and Mrs. E. Smith, Mr. and Mrs. J. Meyer, Mr. W. Cress, Mr. and Mrs. E. P. Penkham, Mr. E. P. Phipps, Mr. and Mrs. P. E. Naues, Mr. H. E. Phipps, Mr. M. T. Legg, Mr. T. J. Williamson, Mr. G. C. Dugman, Mr. and Mrs. O. Huddleston, Rev. Leo, Mr. J. C. Knudsen, Mr. A. C. Nichols, Miss A. Greenberg, Mr. and Mrs. Zwisler and 3 children; Mr. and Mrs. T. Macklin, Mr. S. H. Shearer, Mr. Thole, Mr. T. P. Finchell, Mr. J. Acock, Mr. J. Tamsenochus, Mr. J. C. Hop, Mr. and Mrs. J. Bremner.
DEPARTED.
 Per *Princess Alice*, for Europe, &c., Mr. Lerch and party, Mr. R. T. D. Connor, Dr. W. C. E. Smith, Mr. and Mrs. J. Meyer, Mr. W. Cress, Mr. and Mrs. E. P. Penkham, Mr. E. P. Phipps, Mr. and Mrs. P. E. Naues, Mr. H. E. Phipps, Mr. M. T. Legg, Mr. T. J. Williamson, Mr. G. C. Dugman, Mr. and Mrs. O. Huddleston, Rev. Leo, Mr. J. C. Knudsen, Mr. A. C. Nichols, Miss A. Greenberg, Mr. and Mrs. Zwisler and 3 children; Mr. and Mrs. T. Macklin, Mr. S. H. Shearer, Mr. Thole, Mr. T. P. Finchell, Mr. J. Acock, Mr. J. Tamsenochus, Mr. J. C. Hop, Mr. and Mrs. J. Bremner.

STEAMERS PASSED THE CANAL.

Febr. 21st—C. P. Loeis, Cathay, Flinthshire, Laertes. 24th—Belgravia, Admonia, Kintuck, Palma, Schuyler, Sunda. 28th—Benewise, Britany, March 3rd—Benewise, Indanah, Patroclus, schimwa, Ville de la Citat, Indarvelli, Sachene. 7th—Aki Maru, Memnon, Suevia. 10th—Agamemnon, Nubie, Monmouthshire, Stentor. 14th—Benaton, Calcuttien, China, Daacre Castle, Sicilia, Tebnat, Arcadia. 17th—Jason, Lohian, Miyazaki Maru, Prinz Bidel Friedrich, Prinz Ludwig. 21st—Benlar, Hellas, Michima Maru, Segovia, Armenio, Nechar, Tourane.
ARRIVALS AT HOME.
 March 21st—Slavonia.



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To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 1st April
LONDON & ANTWERP via SINGAPORE, &c.	PALAWAN	Brit. str.	—	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	About 5th April
ROTTERDAM, HAMBURG & ANTWERP, &c.	BEAGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 10th May
BREMEN, HAMBURG & ANTWERP, &c.	AMBRIGIA	Ger. str.	k. w.	Feldmann	HAMBURG-AMERIKA LINE	On 25th inst.
COPENHAGEN & BALTIC PORTS	YEDDO	Swed. str.	—	—	OLOF WILM & CO. LTD.	End of Mar.
HAYRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 1st April
HAYRE, BREMEN & HAMBURG, &c.	REINERFELS	Ger. str.	k. w.	Ekhorst	HAMBURG-AMERIKA LINE	On 22nd April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	KANAGAWA MARU	Jan. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	HIRANO MARU	Jan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MAKESSEL, ROTTERDAM & HAMBURG, &c.	TANGO MARU	Jan. str.	—	K. Kowara	NIPPON YUSEN KAISHA	On 12th April, at D'light
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	ALBESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 14th April
MAKESSEL, ROTTERDAM & HAMBURG, &c.	LUZOW	Ger. str.	—	R. Dannecker	SANDER, WIELER & CO.	On 29th inst., at 2 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 5th April, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 7th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 8th April, at 7 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 18th April, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 28th inst., at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 4th April, at D'light
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 15th April, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 25th inst., at 1 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 31st inst., at 1 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 14th April, at 1 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 8th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 26th inst., at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 10th April, at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 14th April, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 12th May, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 30th inst., at 11 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 4th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 12th April, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 19th April, at 1 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	Quick despatch
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-day, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 28th inst., at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 25th inst.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-day, at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-morrow
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 25th inst., at M'night
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 26th inst.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 25th inst., at D'light
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 29th inst.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 30th inst.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 7th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	About 8th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 29th inst., at 8 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 26th inst., at 10 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-day, at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-morrow, at 11 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 25th inst., at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 26th inst., at 10 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 28th inst., at 11 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 31st inst., at 11 A.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	To-day, at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 25th inst., at 2 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 28th inst., at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 30th inst., at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 10th April, at 4 P.M.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	End of Mar.
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 4th April
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	On 28th inst., at Noon
MAKESSEL, LONDON & ANTWERP via SINGAPORE, &c.	LUZOW	Ger. str.	—	H. Wilhelm	MELCHERS & CO.	Quick despatch

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From Hongkong	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 9th April	"EMPERESS OF IRELAND" FRI., 5th May
"MONTEAGLE" TUESDAY, 18th April	
"EMPERESS OF INDIA" SAT., 29th April	"ALLEN LINE" FRIDAY, 26th May
"EMPERESS OF JAPAN" SAT., 20th May	"EMPERESS OF BRITAIN" FRI., 16th June
"EMPERESS OF CHINA" SAT., 10th June	"ALLAN LINE" FRIDAY, 7th July
"MONTEAGLE" WEDNESDAY, 28th June	

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Fortnightly Service in 53 hours, under French Government Contract.

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Hongkong, 3rd January, 1911.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. & SEATTLE

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Steamers	Tons	Captain	To Sail on or About
STRATHARDLE	4,380	Lamont	13th April
SUYERIC	6,232	F. S. Cowley	4th May

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AYOY and KEELING if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers, they are fitted throughout with Electric Light, the "Lucerne" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight and Passage, apply to—

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(THE BANK LINE AGENCY),

Hongkong, 16th March, 1911.

KING'S BUILDING (Fourth Floor), 173

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
 "DEVANHA,"
 Captain H. Powell, carrying H. Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st April, 1911, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the S.S. "MANTUA," due in London on the 12th May, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—
 S. SANDER, WIELER & Co.,
 Agents,
 Princess Buildings,
 Hongkong, 6th March, 1911.

Hongkong, 20th March, 1911.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

J. N. B. 1/2—2 chests PERSIAN OPIUM from Bombay or s.s. "ASSAYE" arrived Hongkong 17th February, 1911.

THIS is to give Notice that the above Chests of Opium are lying in the Godown of the P. & O. S. N. Co., at Hongkong, at Consignees' risk and expense. Interested parties are requested to communicate with the undersigned with a view to delivery being effected.

E. A. HEWETT,

Superintendent,
 P. & O. S. N. Co., Hongkong.
 Hongkong, 20th March, 1911. [480]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
 "DEVANHA,"
 FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
 From London, &c., ex s.s. "Namu" and "Mongolia".

From Australia or s.s. "Malwa".
 From Persia, Gulf, or s.s. B. I. S. N. and B. & P. S. N. Co. Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent,
 Hongkong, 16th March, 1911. [1]

AMERICAN & ORIENTAL LINE.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cockman, R.N.R.	About 26th Mar.	Freight only
SHANGHAI	DELHI	About 30th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 1st April	See Special Advertisement.
LONDON and ANTWERP	Capt. H. Powell	April	
VIA SINGAPORE, PENANG, ANG, COLOMBO, and PORT SAID	Capt. C. R. Longdon, R.N.R.	About 5th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, SICILIA, and YOKOHAMA	Capt. C. W. Watkins, R.N.R.	About 8th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 23rd Mar. Noon.
SHANGHAI	"LINAN"	On 23rd Mar. 4 P.M.
AMOI, SHANGHAI, and CHINKIANG	"ICHANG"	On 23rd Mar. 4 P.M.
SWATOW, TSINGTAU, and CHEFOO	"YUNNAN"	On 25th Mar. 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Mar. 4 P.M.
MANILA, CEBU, and ILOILO	"KAIPO"	On 28th Mar. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIBNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 10th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo looked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murrey Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHEFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SENEGAMBIA	24th March
	S.S. SUEVIA	7th April
	S.S. BAYERN	20th April
	S.S. FREINEL	6th May
	S.S. SCANDIA	18th May
	S.S. SLAVONIA	4th June
	S.S. SAXONIA	15th June

For Further Particulars, apply to—

HOMEWARD.

FOR	STEAMERS	TO SAIL
BREMEN, HAMBURG & ANTWERP	S.S. AMBRIA	25th March
HAVRE, ROTTERDAM & HAMBURG	S.S. FRIEDRICH	1st April
MARSEILLES, ROTTERDAM & HAMBURG	S.S. ALESIA	14th April
HAVRE, ROTTERDAM & HAMBURG	S.S. RHEINEL	22nd April
HAVRE, BREMEN & HAMBURG	S.S. SENEGAMBIA	24th April
ROTTERDAM, HAMBURG & ANTWERP	S.S. BELGRAVIA	10th May

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 23rd March, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 24th Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 28th Mar., at 11 A.M.
"HAITYANG"	Capt. A. E. Hodgins	FRIDAY, 31st Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 26th Mar., at 10 A.M.
		WEDNESDAY, 29th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 22nd March, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW & WEL	"CHEONGSHING"	Thursday, 23rd Mar. Noon.
MANILA	"LOONGSANG"	Saturday, 25th Mar. 2 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Saturday, 25th Mar. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 28th Mar. Noon.
TIENTSIN	"CHIPSING"	Tuesday, 28th Mar. Noon.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.

Hongkong, 23rd March, 1911.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KANAGAWA MARU Capt. C. H. Butler	7,000	THURSDAY, 23rd March
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 29th March, at Daylight
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 12th April, at Daylight
	SADO MARU Capt. J. Richards	7,000	THURSDAY, 13th April, from Kobe
VICTORIA B.C. & SEATTLE	INABA MARU Capt. Tomioka	7,000	TUESDAY, 28th March, at Noon
SEATTLE, B.C. & SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 25th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon
	BINGO MARU Capt. S. J. G. Parsons	7,000	WEDNESDAY, 29th March
KOBE and YOKOHAMA	AKI MARU Capt. K. Homma	6,000	THURSDAY, 30th March, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	7,000	TUESDAY, 4th April
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 12th April, at Noon

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON, 1911.

STEAMERS.	TONS.	LEAVE H.K.	RATES OF PASSAGE.
HIRANO MARU	9000	29th Mar.	1st Class S. Y. 550.00
TANGO	8000	12th April	2nd Class S. Y. 350.00
KAMO	7000	25th "	1st Class S. Y. 540.00
AKI	9000	10th May	2nd Class S. Y. 500.00
MISHIMA	9000	24th "	1st Class S. Y. 750.00
			2nd Class S. Y. 330.00
			3rd Class S. Y. 495.00
STEAMERS.	TONS.	LEAVE H.K.	RATES OF PASSAGE.
INABA MARU	7000	28th Mar.	1st Class S. 230
TAMBA	7000	25th April	2nd Class S. 221
AWA	7000	23rd May	1st Class S. 240
			via St. Lawrence: 1st Class S. 259

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, MANAGER.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 P.M.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York. £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

F. J. HALTON, AGENT.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 12th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" "	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 19th April, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best and rapid routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 26th Mar., at 10 A.M.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WEDNESDAY, 29th Mar., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI, MANAGER.

7031



RODI & WIENENBERGER,

A.G.
PFORZHEIM i/B.

THE Undersigned Agent keeps a STOCK of Genuine Rolled Gold Jewellery: Necklets, Bracelets, Brooches, Scarf Pins, Watch-Chains, etc.

FOR INSPECTION INVITES:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Kleist* with the German Mail of the 22nd Feb., left Singapore on Saturday, the 18th inst., at 11 p.m., and may be expected here to-day.

The *Ville de la Ciotat*, with the French Mail of the 24th February, left Singapore on Monday, the 20th inst., at 5 p.m., and may be expected here on or about Monday, the 27th inst.

FOR	PER	DATE
Swatow	Holono	Thursday, 23rd, 8.00 A.M.
Hai Phong	Singap.	Thursday, 23rd, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Banader	Thursday, 23rd, 11.00 A.M.
Shanghai	Glentrac	Thursday, 23rd, 11.00 A.M.
Swatow, Weihaiwei and Tientsin	Cheongshing	Thursday, 23rd, 11.00 A.M.
Macao	Sui Tai	Thursday, 23rd, 1.15 P.M.
Shanghai	Linan	Thursday, 23rd, 3.00 P.M.
Amoy, Shanghai and Chinkiang	Jehang	Thursday, 23rd, 3.00 P.M.
Swatow and Bangkok	Phranang	Thursday, 23rd, 5.00 P.M.
Swatow, Shanghai and Bangkok	Rajaburi	Thursday, 23rd, 5.00 P.M.
Holono and Pakhoi	Johanne	Friday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 24th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(SIBERIAN MAIL TO EUROPE)

Macao
Hoihow, Singapore and Bangkok
Swatow and Shanghai
Manila Cebu and Iloilo
Batavia, Cheribon, Samarang and Sourabaya
Manila
Saigon
Swatow, Tientsin and Chefoo
Shanghai
Swatow, Singapore and Bangkok

SHANGHAI
SIBERIAN MAIL TO EUROPE

Manila, Yip, Angkor, Friedrich Wilhelmshafen, Hamburg, Herberstshole, Matupi, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle

Swatow
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(SIBERIAN MAIL TO EUROPE)
Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria B.C. and Seattle Wash.

EUROPE, A.C. INDIA VIA TATTOBIN
(Late letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
(Letters posted in all the filling boxes in time for the first clearance will be included in this contract mail.)

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION

It is made in a wide range of 70 colours, including rich dark as well as light shades.

It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied.

It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.

"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.

NOTICE.

H. PRICE & CO., LTD.,

IN pursuance of Section 6 of the Company's Articles of Association, the Directors have decided to issue 3,000 un-allocated Shares (being the balance of 15,000 Shares authorised to be issued under the Company's Articles of Association).

The 3,000 un-allocated Shares will be issued at 20% premium (i.e. \$12 per Share for each fully paid up \$10 Share).

Shareholders whose names appear in the Company's Register, are entitled to One new Share for every Four Shares registered in their names on the 11th day of April, 1911.

Applications for the New Issue should be sent to the Secretary of the Company on or before the 11th of April, 1911, together with cheque in payment thereof, as after that date the Directors will proceed to dispose of all new Shares not applied for, without further notice, on such terms and conditions as they may think fit.

The new issue will be entitled to participate in the profits of the Company as from the 1st day of January, 1911.

The Transfer Book of the Company will be closed from the 11th to the 18th April, 1911.

By Order,

A. CHARLTON

Secretary.

Hongkong, 21st March, 1911.

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COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

ON	March 22nd.
ON LONDON	Telegraphic Transfer 1/9 1/2
Bank Bills, on demand	..... 1/9 1/2
Bank Bills, at 30 days' sight	..... 1/9 1/2
Bank Bills, at 4 months' sight	..... 1/9 1/2
Credit, at 4 months' sight	..... 1/9 1/2
Documentary Bills 4 months' sight	..... 1/9 1/2
ON HAMBURG	Bank Bills, on demand 226 1/2
Credit, at 4 months' sight	..... 230 1/2
ON GERMANY	On demand 183
ON NEW YORK	Bank Bills, on demand 43 1/2
Credit, at 60 days' sight	..... 44 1/2
ON BOMBAY	Telegraphic Transfer 133 1/2
Bank, on demand	..... 133 1/2
ON CALCUTTA	Telegraphic Transfer 133 1/2
Bank, on demand	..... 133 1/2
ON SHANGHAI	Bank, at sight 74 1/2
Private, 30 days' sight	..... 75 1/2
ON YOKOHAMA	On demand 67 1/2
ON MANILA	On demand 67 1/2
ON SINGAPORE	On demand 76 1/2
ON BATAVIA	On demand 107 1/2
ON HAI PHONG	On demand 1 1/2
ON SAIGON	On demand 1 1/2
ON BANARAS	On demand 86 1/2
SOVEREIGNS, Bank's Buying Rate	..... \$11.10
GOLD LEAF, 100 fine, per tael	..... \$37.80
BAR SILVER, per oz.	..... 24 1/2

SUBSIDIARY COINS.

Chinese	per cent
..... 20 cents pieces	..... \$5.80 discount.
Chinese	..... \$7.20
Hongkong	..... \$6.65
Hongkong	..... \$7.08

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 22ND, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, sales
National Bank of China, Limited ...	99,925	\$7	\$6	\$84.10, buyers
China Bank Company, Limited ...	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited ...	50,000	\$10	\$10	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1.
200,000	\$10	\$10	\$7.	
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$6, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 48.
Laou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23.
Dairy Farm Company, Limited ...	40,000	\$7½	\$6	\$19, sales
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	360,000	\$50	all	\$50, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$54, sellers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$54, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65, sellers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 94, buyers
Penwick & Co., Limited ...	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited ...	400,000	\$10	\$10	\$25.50, sellers
Hongkong and China Gas Co., Limited ...	7,000	\$10	all	\$200.
Hongkong Electric Co., Limited ...	60,000	\$10	\$10	\$23, sellers
Hongkong Hotel Company, Limited ...	12,000	\$50	\$50	\$106½, buyers
Hongkong Ice Company, Limited ...	8,000	\$25	\$25	\$56½, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$10	all	\$156, buyers
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$174, sellers
15,000	\$10	\$7	\$7, buyers	
INSURANCE.—				
Canton Insurance Office Co., Limited ...	10,000	\$250	\$50	\$180.
China Fire Insurance Co., Limited ...	20,000	\$100	\$20	\$119, sales
China Traders Insurance Co., Limited ...	24,000	\$33.33	\$25	\$874.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, sellers
North-China Insurance Co., Limited ...	10,000	\$15	\$5	\$155.
Union Insurance Society, Limited	12,000	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$2074.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$54, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 99.
West Point Building Co., Limited ...	12,500	\$50	\$50	\$46, buyers
Mining.—				
Société Française des Charbons du Tonkin	16,000	Pcs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$23.
Peak Tramways Co., Limited ...	25,000	\$10	all	\$13.
Philippine Co., Limited ...	30,000	\$10	\$1	\$14.
75,000	\$10	\$10	\$8.	
REFINERIES.—				
China Sugar Refining Co., Limited ...	20,000	\$100	all	\$1034, sal. & bu.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$23, buyers
Robinson Piano Co., Limited ...	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$81, buyers
Donghai Steamship Co., Limited	20,000	\$50	all	\$19.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$293, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, bu. £5.7.6.
60,000 def.	\$5	all	\$60, bu. £5.7.6.	
Shell Transport & Trading Co., Limited.	2,000,000	\$1	\$1	\$839.
Star Ferry Company, Limited ...	10,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$5	\$12.
Steam Laundry Company, Limited...	6,000	\$25	\$25	\$25.
20,000	\$5	\$5	\$64.	
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited ...	1,200	\$10	all	\$104, buyers
Wm. Powell, Limited ...	15,000	\$7	\$7	\$3.
Watkins, Limited ...	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited ...	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited.	9,900 ordy.	\$10	\$4	\$10, sellers
100 fiders	\$10	\$10	\$300.	
Union Waterboat Co., Limited	300	\$10	\$10	\$64, buyers

FORTHCOMING EVENTS.

Saturday, 25th March—Twenty-Second Ordinary Annual Meeting of Green Island Cement Co., Ltd., 11.30 A.M.
Saturday, 25th March—Auction of Valuable Household Property at Sales Room, by Mr. Geo. P. Lammer, 3 P.M.
Saturday, 25th March—Annual Dinner of Devonian Society, at Hongkong Hotel, 8 P.M.
Saturday, 25th March—Operatic Concert by Mlle. Gauthier at Theatre Royal, 9 P.M.
Monday, 27th March—Auction of Crown Land at Kennedy Rd., by Public Works Dept. 3 P.M.
Tuesday, 28th March—Eighty-Ordinary Yearly Meeting of The China-Borneo Co. Ltd., 12.15 P.M.
Wednesday, 5th April—Bandmann Opera Co. at Theatre Royal, 9 P.M.
Saturday, 1st April—Annual Dinner of Oxford and Cambridge Dinner, at Hongkong Club, 7.45 P.M.

Tuesday, 4th April—Extraordinary General Meeting of the Hongkong Fire Insurance Co., Ltd., Noon.
Wednesday, 25th April—Thirty-Eighth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.
Wednesday, 26th April—Forty-fifth Ordinary Yearly Meeting of China Traders' Insurance Co., Ltd., 12.30 P.M.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With Index. Price \$7.50.
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Hongkong, 10th June, 1910.

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OPIUM.

March 20th

Quotations are:	
Malwa New	\$2,350/2,400 per picul
Malwa Old	\$2,410/2,420 "
Malwa Older	\$2,430/2,450 "
Malwa V. Old	\$2,460/2,500 "
Persian fine quality	\$1,200/1,400 "
Persian extra fine	\$2,050 "
Paina New	\$2,500 per chest
Paina Old	"
Banars New	\$2,425 "
Banars Old	"

FOR EUROPE AND AMERICA,
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PRIVATE RESIDENTS AT THE OUTPOSTS.
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